

# *Idaho Logging Safety News*

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## ***CABLE LOGGING SPECIALIST VISITS A COUPLE OF IDAHO LOGGING COMPANIES THAT PROVE THEY ARE ALSO "SPECIALISTS"***

Your Idaho Logging Safety folks were recently invited to spend some time with *Brian Tuor*, who is a cable logging specialist that has spent many years working on and studying line machines all around the world. This guy knows his stuff!

He talked about putting your new line on the drum correctly and not overloading the skyline right off the bat. He suggested reversing your running lines every 4 to 6 weeks, lubricating your line with cable lube (*not old oil or diesel*), and placing your blocks in a way that reduces the "bending stress" to the cable that obviously increases damage to the line.

After training us on those items and much more, we ventured outside talking about, and doing, some cable splicing. Brian discussed different splices, but focused on the **3 Tuck Eye** which we all know is required for all skylines and guylines unless you have poured buttons.

The next day we jumped into the pickups and headed out to the woods where we visited two

different logging crews. I want to thank **Randy Ross (R & R Contracting)** and **Steve Henderson (Pine Creek Logging)** for letting a bunch of us come up and get in their way! I talked about Pine Creek up above, but I wanted to say the same thing about R & R. I have known Randy for a lot of years and he takes the safety stuff as serious as anyone and also has the knowledge and experience to make it happen.

Out in the woods, Brian talked about guy stumps, cable angles, supports and fifty other things to watch out for. He also talked about "attitudes" of the crew and bosses, which he reminded us, is just as important as having the right rigging. In fact, Stan has an article on the subject on the next page!

Anyway, thanks to Brian and all of the loggers. I don't care who you are or how long you have been doing a job, you can always learn something new.



***Steve Henderson (owner of Pine Creek Logging), Brian Tuor (Cable Logging Specialist) and Lane Watkins (Rigging Man for Pine Creek).***

***The obvious commitment Steve puts towards safety along with Lane's unbelievable knowledge and imagination when it comes to rigging is overwhelmingly impressive and is appreciated not only by us safety guys, but most importantly, by the rest of Pine Creek's crew.***

## TEACHERS WANTED!

*By Stan Leach*

No, this isn't about teachers for the school system. As Galen talked about on the front page, we spent time with Brian Tuor for a couple of days. One of the tidbits that he shared with us really makes a lot of sense if you think about it. He said: ***"Every single person on the crew needs to be a teacher"***.

His point was every single one of you that has been logging for any length of time knows things, things that you can share to help educate employees with less experience.

Imagine what it is like for a new guy just starting out in the logging industry. Not only does he have to learn how to do this new job and do it safely, he has to do it productively so the crew can still make money. He also has to learn to fit in with all of the different personalities on the crew.

Now the new guy will make a few mistakes, not because he is stupid, but because he just doesn't know all of the things that you may know from experience. You, as the more experienced employee, have an opportunity at that point. You can take that opportunity to yell at the new guy, embarrass him, and make him feel bad about himself...or you can take the opportunity to share your knowledge in a productive way to educate the new guy.

The person that gets yelled at goes home thinking maybe this logging isn't for me and takes one of the fourteen other jobs that are available in this economy. The employee that gets some coaching and a word of encouragement here and there feels appreciated and works hard to become a safe and productive member of the crew.

On every job I go on these days, they ask if I know of any loggers looking for work that are good hands. It is becoming one of the biggest challenges we face as an industry, to recruit and retain good employees. We can help that effort by recognizing and embracing our role as *teachers* for all that come behind us.

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## TRUCK INSPECTIONS

*By Monte Biggers*

While most trucking outfits have some means of documenting driver truck inspections, I have come across a few that don't. They were still relying on handwritten notes (which are sometimes hard to read) or trying to remember what the drivers had told them Friday night that needed to be done to their truck. Most truck stops carry driver's vehicle inspection forms or you can order them online. You can also make your own for your company.

They are a great way to insure that there is no missed communication and to get those inspections documented.

The owner and driver of the truck in the picture to the left make an exceptional effort on their inspections, so obviously sometimes *crap happens*, but having a list to go by helps us to not overlook something.



## ***RECENT FATALITIES: A WAKE UP CALL AND A LEARNING EXPERIENCE FOR ALL OF US!***

One thing I have learned over the years is just when you think every thing is going smooth, this industry has a way of knocking you right on your rear end. This logging season we have had three fatalities here in Idaho. It is always a little “touchy” writing about these *accidents*, but that is what they are, *ACCIDENTS*, and if we don’t learn from them and use them as a wake up call, it is our own dang fault!

*A logger was fatally injured while working on a processor head at his home. This fellow was extremely experienced and had been around and worked on equipment since a young age.*

*A logger was fatally injured while operating a rubber tired skidder. He apparently backed off a skid trail in a steep area and the skidder rolled several times.*

*A logger operating a skid cat was fatally injured when he stepped out of the cab onto the track to talk to another employee. Standing on the track, the machine started to roll and the operator was thrown under the machine.*

It is easy to say “Geez Galen, what were they thinking” but I have an inkling most of us have luckily driven home from work with this running through our heads, “What in the heck was I thinking?”

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### ***SECURE THAT MACHINE!***

*By Stan Leach*

We have had a couple of accidents this season that remind us of the need to secure any machine or vehicle before you transition out of the operator’s seat. All machines and vehicles are designed to be controlled from *the seat*. Once you get up or out of the normal position, it becomes very hard to operate the controls including the braking systems. That is why you have to secure the machine before getting out of the sitting position.

Most machines have a parking brake or a transmission lock that will secure the machine. In addition, you must lower any raised attachments such as blades, booms and grapples. Blades need to be lowered to the point that they are lifting the machine, that way the weight of the machine is forcing the blade into the ground preventing any movement. Failure to secure any machine even on seemingly level ground can have disastrous results.

There was a pickup and camper that rolled off over the edge of a steep embankment this fall, resulting in both being damaged beyond repair. Fortunately nobody was injured in this case but there have been many incidents of people being hurt while trying to get back into a vehicle once it started rolling away. The accident involving the dozer operator, mentioned in the article above, really hit home.

We all need to develop a mental checklist to follow every time we get out of the *operating position*. Just like leaving your house in the morning; lights off, door closed and locked. One skidder operator I spoke with said he treats it as though the seat belt won’t release until all the items on his mental checklist are done. He starts with *grapple on the ground, blade down until it starts lifting the machine, transmission lock engaged*. Only then does he remove the seatbelt. He said he has done this so long it has become a habit. “If I try to get up without doing each step, it immediately feels wrong!”

Good work habits like that is what will save you the one time things go wrong, but you have to do them every time because you never know when that *one time* will be. Secure the machine...your life may depend on it.

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## ***HEARING PROTECTION....YOU WILL BE GLAD YOU DID!!!!!!***

*By Stan Leach*

A couple of sawyers I talked to this year said that they refused to wear any type of hearing protection. This action, or *inaction*, has a lot of permanent and expensive repercussions.

If you are exposed to noise levels above eighty-five decibels (a chainsaw is around one hundred ten) you will permanently damage your hearing. It isn't a maybe, it is a fact. As your hearing loss gets worse you will start to miss out on things. You won't be able to hear the elk bugle in the fall, the birds chirping at first light, or conversations with family and friends. You won't be able to buy that side by side you always wanted either. You have to use that money to buy new hearing aids at several thousands of dollars a pop every couple of years.

Sawyers and others exposed to noise levels above eighty-five decibels are required to have their hearing tested on an annual basis. It is easy to compare the results from year to year and see if those results are getting worse. The bad news is that once your hearing is damaged it can't be repaired. The good news is you can keep it from getting any worse by wearing adequate hearing protection. There are several different styles and materials to choose from. Try them until you find one you like and are comfortable with...and then use it!

We face a lot of hazards in the woods that we have very little control over. But, if we take care of the things that we can control, our jobs are much safer. Wearing hearing protection falls under that category! Put the ear plugs in, you'll be glad you did.

## ***COMPANY ACCIDENT PREVENTION PLAN THAT WILL WORK FOR YOU***

*By Monte Biggers*

A good Accident Prevention Plan should be based on preventing workers from getting injured, not economics. HOWEVER, there can be a great economic benefit to having an effective, ENFORCED, Accident Prevention Plan. Here is an example of a basic Accident Prevention Program

- \*Identify workplace hazards that could lead to injury.*** *Everybody on the crew keeps an eye out and lets the boss know if they see a hazard.*
- \*Find ways to eliminate the hazards.*** *Use your and the crew's experience and knowledge to figure out how to do the job safe.*
- \*Train workers thoroughly.*** *Doesn't matter if they have been here 1 week, 1 year or 10 years, train annually and document.*
- \*Enforce the plan to make it effective.*** *If you work here, this is the way we do it...period.*

If you are starting a company up or haven't updated your company plan for several years, let us know and we can get you one made up.

If you need "job specific" sheets (loader operator, skidder operator, faller, etc.) you can go the Division of Building Safety's website, [dbs.idaho.gov](http://dbs.idaho.gov), *DBS Programs, Logging Safety, Basic Job Safety Guidelines*. Then just print off what you need.

Economic benefits such as lower insurance rates, lower training costs and increased production are an added bonus to an effective Accident Prevention Program, but nobody on your crew getting hurt is the real prize.

*We got yelled at last spring because “You didn’t let me know about the classes soon enough so I missed them all!” Well, now you have 3 months to think up a NEW EXCUSE!*

## **2019 IDAHO LOGGING SAFETY CLASSES**

<b>LOCATION</b>	<b>DATE</b>	<b>ADDRESS</b>
<i>Hayden</i>	<i>Tuesday, March 5th</i>	<i>Shrine Club 1250 W. Lancaster</i>
<i>Princeton</i>	<i>Wednesday, March 6th</i>	<i>Palouse River Community Center</i>
<i>Orofino (1)</i>	<i>Thursday, March 7th</i>	<i>Best Western Lodge at Rivers Edge</i>
<i>St. Maries (1)</i>	<i>Tuesday, March 12th</i>	<i>Elks Lodge, 628 Main Avenue</i>
<i>Pierce</i>	<i>Wednesday, March 13th</i>	<i>Pierce Community Center</i>
<i>Grangeville</i>	<i>Thursday, March 14th</i>	<i>Elks Lodge, 111 S. Meadow</i>
<i>Bonn timers Ferry</i>	<i>Tuesday, March 19th</i>	<i>Kootenai River Inn, 7169 Plaza Street</i>
<i>Lewiston</i>	<i>Wednesday, March 20th</i>	<i>Elks Lodge, 3444 Country Club Drive</i>
<i>McCall</i>	<i>Thursday, March 21st</i>	<i>Holiday Inn, 210 N. 3rd Street</i>
<i>St. Maries (2)</i>	<i>Tuesday, March 26th</i>	<i>Elks Lodge, 628 Main Avenue</i>
<i>Ponderay</i>	<i>Wednesday, March 27th</i>	<i>Ponderay Event Center 401 Bonner Way</i>
<i>Orofino (2)</i>	<i>Thursday, March 28th</i>	<i>Best Western Lodge at Rivers Edge</i>
<i>Moscow</i>	<i>Monday, April 1st</i>	<i>Latah County Fairgrounds, Herald St.</i>
<i>Emmett</i>	<i>Tuesday, April 2nd</i>	<i>Nazarene Church, N. Washington Ave</i>
<i>Coeur d’Alene</i>	<i>Tuesday, April 9th</i>	<i>ALC Office, 10589 S. Hwy. 95</i>

LEAP UPDATE will be in only three locations this year. *Tuesday March 19th in Lewiston, Wednesday March 20th in Coeur d’Alene and Thursday March 21st in Bonners Ferry.* You do need to register for the Leap Update classes by calling your Extension’s office. The Idaho Panhandle is 208-446-1680 and North-Central is 208-476-4434

### **IDAHO LOGGING SAFETY ADVISORS**

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## ***DUNKEL LOGGING HAS A LOT TO SAY!***

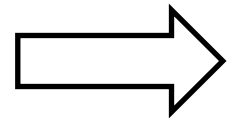
*By Terry Streeter*

Mark Dunkel started Dunkel Logging in 1975 working around Sandpoint and Bonners Ferry. Mark's sons, Mose and Nate, have been working with their dad for a bunch of years also, and are great people. They have been primarily hi-lead contractors since 1990 and they like to focus on tougher jobs.

*"We put a lot of pride in our work so the mills are happy when the strip is finished. We love to tackle a challenging situation because it makes us better loggers".*

I have always appreciated Dunkels for the effort they put towards safety and how they *think* about safety. That is why the other day I suggested to Mose that he write an article for the newsletter, and to my surprise he said YES!

So thanks again to Dunkel Logging, and Mose, your article is on the next page!



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## ***MISSED OPPORTUNITIES***

*By Monte Biggers*

Most of us have had things happen where we have said *"Whew, that was close."* Or, *"Boy, I hope nobody saw that"*. Usually we just dust ourselves off and continue on our way.

We might keep it in the back of our mind so we don't repeat what put us in that position, but too often we don't share the incident with others. We will talk about serious accidents that have occurred, but most of the time we won't pass on close calls.

Sharing these close calls or near misses with others could help keep them out of similar situations where things could turn out worse. Tailgate safety meetings, or even during the ride home, are good opportunities to pass this information along. Anytime you can share close calls or near misses, you should. You never know when the information might help someone from being injured.

With this in mind, let's go to the article down below.



## ***NEAR MISS***

We had a very close call this year involving a line machine operator and another employee. The guys had been working on a slave cylinder on a set of 98 drums. The operator asked the other employee to go start the machine so he could check to be sure that it was working properly. When the machine started, the operator was close enough to the belt drive system that it snagged his shirt and started to pull him in.

He realized what was happening and pushed and twisted to try to get clear. Luckily his shirt tore off and he was able to avoid being pulled in. This effort left him out of balance resulting in a fall down onto the tracks of the machine injuring his shoulder.

As bad as this was, it could have been so much worse. It is easy when you are working on a machine to get completely focused on fixing the problem and forget about what will happen when the machine is started. Having more than one person working on a machine should be viewed as a ***WATCH OUT*** situation. There needs to be clear communication between the people to be sure that everyone is in the clear before the machine is started.

## ***JUST BECAUSE IT HAS BEEN WORKING FOR A LONG TIME DOESN'T MEAN IT IS RIGHT!***

***By Mose Dunkel***

The first time I heard someone say this, my natural reaction was they were shortsighted. Admitting there could be a better way sometimes isn't in the constitution of a logger! If we really take a look at how far our industry has progressed, just in the time I've been involved, there is a lot of evidence to prove we are always searching for a better way. Faster, more productive machines, technology and pure ingenuity has forever changed the look of a logging job. How many loggers actually work on the ground these days? When I was first starting out I believe every crew had several guys running chainsaws on the landing and out cutting too. Most crews had cable skidders and nearly everyone had worked on a hi-lead show at least once. A lot of loggers had cable rigging knowledge whether they wanted to admit it or not, and a common phrase heard was, ***"Stay outta the bite!"***

I understand the gypo spirit of always finding a way to get the job done, and I do take pride in knowing that our industry does go above and beyond any other out there, but we can not keep our stubborn ideas about not doing the right thing if it costs a few more dollars to make it happen. Yarders have associated costs just like a processor or buncher, where hydraulic oil and hoses are an absolute requirement, good cable and rigging is a must! Running out an older skyline in order to just get through this last unit sometimes may work out but you really have to weigh out all of the factors. You are risking number one, *safety*, which should never be second guessed, and *down time* which is the best way to not move wood (any contractors paid by the hour yet?) What about peace of mind knowing your operation does the best it can to have that safety and up time.

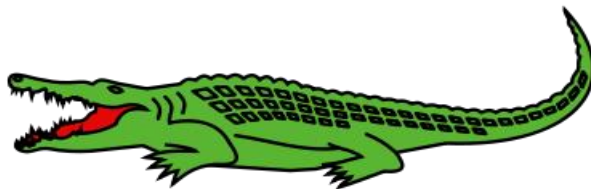
From my perspective, something as simple as switching from a typical shackle on the end of our skyline to a sleeve shackle has made a world of difference. Sure a sleeve shackle costs 3 times as much but it more than makes up for it when it never frays the skyline. I know some of us are still using whatever has been working for a long time to tie our machine down. *"The guylines look good and we haven't had a problem yet, we will run them until there is an issue!"* Critical components like pendent straps and guylines need to be swapped out routinely so we will avoid having an *"issue"*!

Setting up your yarder for a short easy road, and maybe not picking the best stumps to tie to, or making sure that my notches were nice and low, thinking we will just be *cautious*. Long story short, being *cautious* means starting out with your best possible options and treating every new set like it's the big one. Accepting the chance of failure is preparing to fail. Taking 5 extra minutes to do it right always pays off in the long run.

If you have a minute I want you to write down every time you can think of that your yarder was not running in the last year (besides break up) and what were the causes of those down times. How many of them could have been decreased by having a better plan, better rigging, better training or better equipment? Now multiply out those down hours by the cost of your running operation per hour. Then multiply out your lost production for those hours. I don't care what your numbers are, I bet the cost of being proactive are a very small fraction of the down time and lost production.

I agree, we have been doing this a long time and we are set in our ways maybe more than any other industry. We've had the down markets that we barely scraped through and we're willing to keep on doing it regardless of the difficulty level. Lets start raising our standards before some agency tries to come and force us to do it. And please, ***STAY OUT OF THE***

***BITE!***

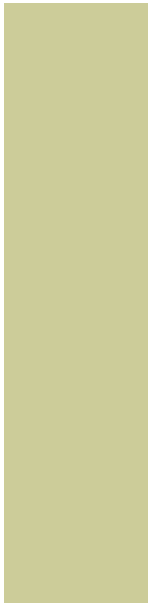


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We welcome your comments and suggestions.

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